

## CLAIMS

1. A method for the control of an actuator of a starting clutch of an automatic transmission of a motor vehicle, wherein the actuator is so regulated by a control apparatus that the starting clutch which closes, at the indication of a desired to start as well as closes by adjustment activated by a given transmission ratio and opens at the termination of the said starting operation, therein characterized, in that the starting clutch during a starting procedure by control of the actuator is operated in such a way, that the torque ( $M_K$ ) transmitted therefrom periodically varies.

2. A method in accord with claim 1, therein characterized, in that the periodicity of the clutch actuator is so in conformity with the characteristics of the vehicle and with those of the actual roadway obstruction, that the vehicle is able to overcome the said obstruction in a fully automatic manner.

3. A method in accord with claim 1 or claim 2, therein characterized, in that for the determination of the periodic actuation of the clutch actuator, the following items are taken into consideration, namely: the vehicle speed, the weight of the vehicle, the radius of the vehicle wheels, the ground contact of the vehicle wheels and/or the forces influenced by a roadway obstruction and/or arising from a rocking process, which forces act against progress in the current driving direction.

4. A method in accord with claim 1, therein characterized, in that during the periodic operation of the actuation actuator, i.e., of the starting clutch, the transmission ratio remains unchanged.

5. A method in accord with at least one of the foregoing claims, therein characterized, in that the periodic operation can only be carried out, if a previous confirmation has been determined from the control apparatus, that the driving speed is very small or is zero and a slip of at least one of the vehicle driving wheels oversteps a predetermined threshold value.

6. A method in accord with at least one of the foregoing claims, therein characterized, in that the periodic operation can only be carried out if the driving speed is very small or is zero and a prior determination is registered from the

control apparatus, that forces working against the drive moment ( $M_Z$ ) of the vehicle wheels has exceeded a predetermined threshold value.

7. A method in accord with at least one of the foregoing claims, therein characterized, in that the periodic operation can only be carried out if a previous confirmation has been determined from the control apparatus, that an actuation element for the activation of the periodic operation is operated by a vehicle occupant.

8. A method in accord with at least one of the foregoing claims, therein characterized, in that the activation frequency for the periodic operation of the actuator, i.e., the clutch, is selected by an adjustment on the actuation element.

9. A method in accord with at least one of the foregoing claims, therein characterized, in that actuation frequency is calculated by means of an analysis of the vehicle speed, the controlled direction, the controlled distance, and/or the speed of the control of the activation element.

10. A method in accord with at least one of the foregoing claims, therein characterized, in that the gas pedal of the vehicle motor serves as an actuation element.

11. A method in accord with at least one of the foregoing claims, therein characterized, in that periodic operation can only be released, if a gas pedal for the power control of a vehicle motor is engaged by means of a predetermined set angle, i.e., by a kick-down position.

12. A method in accord with at least one of the foregoing claims, therein characterized, in that the method is employed for the control of an automatized shifting transmission .